PARKING STANDARDS IN ALBERTA'S SMALL URBAN MUNICIPALITIES

(1989)

Parkview Unit
Planning Branch
Alberta Municipal Affairs

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1.0 INTRODUCTION

The purpose of this project is to assemble and compare parking standards for the downtown and commercial areas of a sample of small Alberta municipalities. The representative sample includes towns under the jurisdiction of the Planning Branch, Alberta Municipal Affairs, and municipalities from eight of the province's ten Regional Planning Commissions (see Table 1). The towns surveyed range in size from 1,000 to 6,400 population. This report should be useful to those small towns that are experiencing parking problems, as well as to towns involved in downtown revitalization projects.

While compiling and comparing information on parking standards, the researcher also examined the literature on commercial parking, and had discussions with planners and municipal administrators. Where appropriate, these findings are incorporated into the report.

This report on parking is organized into five sections, each one addressing an area of concern that is now becoming apparent in Alberta's small towns. These parking concerns include:

- to what extent do different land uses require different parking standards?
- what are the relative merits of parallel, angle and 90 degree parking in terms of stall size, manoeuvering space, and safety?
- how does a town enforce parking standards for existing buildings which are converted to other uses?
- how acceptable is off-site parking?
- what are the best policies for providing cash-in-lieu of parking when parking spaces cannot be provided?

The report concludes with some recommendations for addressing these parking concerns. The report includes an appendix, summarizing policies and standards for downtown parking in each of the 21 municipalities surveyed.

TABLE 1

MUNICIPALITIES SURVEYED

Municipality	Population (1986)
Athabasca	1,970
Barrhead	3,991
Beaumont	3,944
Bonnyville	5,470
Calmar	1,087
Devon	3,691
Drumheller	6,366
Gibbons	2,335
High Prairie	2,817
Innisfail	5,535
Morinville	5,364
Okotoks	5,214
Peace River	6,288
Pincher Creek	3,800
Ponoka	5,473
Slave Lake	5,429
St. Paul	5,030
Stettler	5,147
Taber	6,382
Westlock	4,532
Whitecourt	5,737

Source: 1986 Federal Census

2.0 NUMBER OF PARKING STALLS REQUIRED BY TYPE OF LAND USE

2.1 ESTIMATING DEMAND

Several factors influence parking demand. Parking demand is often estimated using measurements that reflect the size, capacity, and intensity of use of a particular development. For example, standards are often based on floor area, which is the total horizontal area of a building, excluding floor area of basements, attached garages, sheds, open porches, or breezeways. Another common measure, gross leaseable area, is the total floor area of a building, excluding mechanical and utility rooms, public washrooms, stairwells, and elevators. In some cases, parking standards are established based on the number of beds, bedrooms, seats, practitioners, or offices in a building. However, parking standards are derived from estimates of parking demand, which are based on the type and intensity of a proposed use of land. Actual parking demand, as determined by surveys once the development is finished, may be quite different. Also, standards are general guidelines which may not take into account any local circumstances.

2.2 RETAIL/PERSONAL SERVICE/REPAIR ESTABLISHMENTS

The parking requirements for retail, personal service and repair establishments vary significantly from one municipality to another, ranging from 1 space per 193 sq. ft. (Whitecourt) to 1 space per 800 sq. ft. (Bonnyville). Over one third of the municipalities surveyed have established different standards depending on building size (Westlock, Gibbons, Beaumont, Morinville, Devon, Calmar, Whitecourt, Ponoka). For example, the number of parking spaces varies with the size of the development with larger establishments requiring more spaces per square foot of floor area than small establishments, because of their increased drawing power.

Other municipalities differentiate between personal service, retail and repair establishments (Taber); have different requirements for the downtown and highway commercial districts (Drumheller); require that parking be provided within a certain radius of the development (Ponoka); set different standards for the ground floor and higher floors (Barrhead, Athabasca, Bonnyville); and include within the standard a certain number of stalls for employees (Athabasca).

2.3 BUSINESS/ADMINISTRATIVE/FINANCIAL/PROFESSIONAL OFFICES

The parking requirements for business, administrative, financial, and professional offices also vary widely, ranging from 1 space per 290 sq. ft. (Taber) to 1 space per 800 sq. ft. (Bonnyville). Generally, municipalities have not established different standards for different sizes of offices. Certain municipalities differentiate between medical/dental offices and other professional offices (Gibbons, Beaumont, Morinville, Devon, Calmar, Whitecourt, Innisfail); have separate requirements for the highway commercial district (Drumheller); require that parking be provided within a certain radius of the development (Ponoka); set different standards for different levels of an office development (Barrhead, St. Paul, Bonnyville); and require that employee parking be provided (Athabasca).

2.4 EATING/DRINKING ESTABLISHMENTS

For most eating and drinking establishments, parking standards are based on seating capacity. This can range from 1 space per 4 seats to 1 space per 10 seats. In some municipalities, a combination of seating capacity and floor area is used to determine parking requirements (Beaumont, Calmar). In nearly half of the municipalities surveyed, additional parking stalls are required for employees.

2.5 APARTMENTS/DOWNTOWN RESIDENTIAL

Parking requirements for apartments are usually based on a specific number of spaces per apartment unit. In most of the municipalities surveyed, the standard is 1.5 spaces per unit. In some municipalities, the standard is based on apartment size (Westlock, Gibbons, Morinville, Devon, Calmar, Whitecourt), and in some municipalities, visitor parking must also be provided (Drumheller, Westlock).

In larger towns and cities, there is a concern that parking requirements for apartment buildings may be excessive. These standards are based on average conditions over a large area of the town or city, while in downtown areas, the following conditions may justify reductions in the standard:

- groups who tend to live downtown own fewer cars (seniors),
- other parking is often available within a short distance of the apartment building, and
- the apartment may be part of a mixed-use development and might therefore not require as many parking spaces.

2.6 CHANGE IN STANDARDS

From discussions with municipal administrators, it is apparent that some developers and landowners consider that land use bylaws call for more parking stalls than are really warranted. Certain trends have affected parking demand in some business centres:

- Many employers are discouraging their employees from bringing personal vehicles to work and occupying parking space allocated for customers.

- Peak demands for parking are dropping as customers begin to shop more days of the week, and more hours of the day.

- Employment patterns (part-time employment, flex-time, self employment, and home occupations) are changing;

- there is a trend towards mixed-use developments, which permit sharing of parking stalls.

3.0 CONFIGURATION OF PARKING STALLS

3.1 STANDARDS FOR THREE COMMON PARKING ANGLES

Standards for sizes of parking stalls and manoeuvering space vary widely among the sample municipalities. Some bylaws set out stall widths, but not lengths, and mention certain parking angles while disregarding others (Drumheller, Peace River). Others offer a choice of stall sizes, or differentiate between large and small cars (Gibbons, Morinville, Calmar). Table 2 compares parking design standards for three common parking angles (90°, 45°, and 0°, or parallel parking).

TABLE 2
MINIMUM PARKING DESIGN STANDARDS

Design Standard (feet)		Parking Angle 90°	45°	0° (parallel)
Width of Stall	Range	7.9 - 9.8	7.9 - 9.8	7.9 - 9.8
	Average	8.8	8.8	8.9
Depth of Stall	Range	18 - 20	16.0 - 19.7	8.2 - 9.8
	Average	19.0	18.0	9.1
Width of Aisle	Range	19.7 - 25	10.8 - 13.1	11.2 - 13.1
	Average	23.0	12.1	11.6
Length of Stall	Range	N/A	N/A	22 - 23
	Average			22.8

Notes: 1. 19 of the 21 municipalities surveyed provided standards for 90° and 45° angle parking: 16 provided standards for 0°, or parallel parking.
2. These figures do not take into account the standards that are also given for small cars in Gibbons, Morinville, Calmar.
3. Only four municipalities provided a standard for length of stalls at 0°, or parallel parking.

3.2 ANGLE VERSUS PARALLEL PARKING

There are advantages and disadvantages to angle and parallel parking. Parallel parking is less popular because it provides fewer stalls. However, angle parking has a number of drawbacks:

- poor visibility can make backing out of a stall hazardous,
- locating a stall often requires sudden stopping and backing up,
- angle parking requires more roadway for manoeuvering, and thus a wider street.

Some of the advantages of angle parking are:

- it permits as much as 2.5 times the number of stalls as parallel parking, and may alleviate a parking deficiency,
- it slows down traffic, possibly encouraging drivers to be more cautious.

Some municipalities have incorporated a mix of angle and parallel parking. It is not uncommon to see angle parking on one side of the street, and parallel parking on the other side. Hazards can be further reduced by decreasing the angle of parking: for example, decreasing the angle from 45° to 30° will reduce the number of available stalls, but will increase visibility and safety.

3.3 DOWNSIZING OF STALLS

It is widely known that more people are driving small cars. Some municipalities have different standards for small and large cars (Gibbons, Morinville, Calmar). Those municipalities that do not have standards for small cars may wish to consider revising bylaws to provide such stalls.

4.0 PARKING REQUIREMENTS OF SUBSEQUENT BUILDING USERS

In nearly all the municipalities surveyed, any change in the use of an existing development requires that parking be provided in accordance with standards established for that new use. However, it became apparent reading the bylaws, and speaking to municipal staff, that municipalities are more concerned with encouraging development than enforcing parking standards. Although most bylaws state that anyone changing the use or size of a building must provide additional parking, municipalities frequently exercise discretion in applying standards. In several cases, the requirement for additional parking is at the discretion of the Municipal Planning Commission or Development Officer, and relaxation of the standards is common. Also, a few municipalities have set out special provisions to allow for less rigorous parking standards, such as:

- the developer may conduct a study to determine whether or not there is a demand for additional parking (Pincher Creek),
- a change in the size of a building must conform to the bylaw with respect to parking standards, but a change in the use of a building need not (Okotoks, Bonnyville),
- more parking is required only if the building is upgraded (Athabasca),
- a building modified to accommodate a new use may only be required to have 50 percent of the additional parking required under the bylaw (Taber),
- if the building is old and has a deficiency in parking, developers may put money into a common fund to provide parking elsewhere (Stettler).

5.0 OFF-SITE PARKING

5.1 ALTERNATE SITES

Off-site parking refers to parking that is some distance removed from the principal development it serves. Almost all municipalities allow off-site of one kind or another. For most municipalities, the main requirement is that the parking site be located within a prescribed distance (usually 400 to 500 feet) from the proposed development.

Off-site parking is usually secured by means of a restrictive covenant or caveat registered against the title of the property used for parking. Frequently, a municipality will require that the owner/developer secure control over the parking site for the lifetime of the proposed development. However, restrictive covenants and caveats do not guarantee indefinite use of the property for parking, as they may be discharged by court order, and future property owners are not necessarily bound to them. Another way to secure parking may be to establish, through the land use bylaw, a parking district or parking zone.

5.2 COMMUNAL AND SHARED PARKING

One way to address parking deficiencies is to allow landowners and developers to pool required off-street parking stalls within one or more communal parking facilities.

Shared parking consists of two or more businesses with different operating hours sharing parking spaces. For example, a parking area could serve offices during the day and an entertainment establishment at night. Shared parking also occurs when one parking facility serves related uses. For example, a customer may be attracted to a mixed-use development that provides shopping and entertainment within the same complex.

Communal and shared parking makes it possible for landowners and developers to satisfy parking requirements by providing fewer parking spaces than would be required by each separate development. Shared parking reduces unnecessary duplication of parking supply, and optimizes the use of existing and new parking facilities.

6.0 CASH-IN-LIEU OF PARKING

Most of the municipalities surveyed had some type of cash-in-lieu policy. Such a policy consists of a municipality requesting payment from a developer instead of parking spaces, to offset the cost to the municipality of providing or improving public parking in the vicinity of the proposed development. Frequently, a landowner/developer has the option of providing parking spaces, cash-in-lieu, or a combination of the two.

Ideally, municipalities should establish a fee representing 100 percent of the costs of providing replacement parking. The municipalities surveyed differed widely in cash-in-lieu fees: these ranged from $750 per stall (Athabasca) to $6,400 per stall (Slave Lake) (see Table 3). Usually, the fee is required up front in a lump sum. Often, a fee that is high will be negotiated down to a lower amount. Some municipalities do not set a fee, relying instead on negotiating a suitable fee with each developer. Other municipalities have no cash-in-lieu policy, or if they do have a policy, they apply it infrequently.

TABLE 3
SAMPLE FEES FOR CASH-IN-LIEU OF PARKING

Municipality	Fee Per Stall
Drumheller	2500.00
Westlock	2000.00
Stettler	1000.00
Barrhead	3000.00
Leduc	1000.00 (1)
Morinville	2200.00
Athabasca	750.00
Slave Lake	6400.00
Pincher Creek	1500.00 (2)
Whitecourt	1250.00
Taber	4000.00
Ponoka	3000.00

(1) also required to pay taxes
(2) municipality will pay $500.00

A cash-in-lieu fee is usually based on:

- the cost of acquiring land for a parking facility,
- construction costs,
- future maintenance and upkeep costs

Most municipalities that have set a cash-in-lieu fee have done a comprehensive evaluation of these costs. Some municipalities may also require a developer to pay an annual tax on the parking stall that is provided with their cash-in-lieu payments.

It is important not only that the cash-in-lieu fee reflect current costs to provide replacement parking, but that businesses find the fee reasonable, and that the fee is collected with the assurance that it will be used to provide parking. If the fee is not sufficient, then parking will have to be subsidized by the municipality through other revenues, and businesses may consider that they are being asked to pay twice for off-site parking. The experience of many of the municipalities surveyed is that the fees collected to date are not sufficient to provide the intended number of stalls.

7.0 CONCLUSION

Parking standards varied greatly among those municipalities surveyed. Not only did land use bylaws contain different standards and requirements, but it became apparent through discussions with municipal staff, that even similar standards were applied in different ways.

Municipalities dealing with complex issues such as subsequent users, off-site parking, and cash-in-lieu fees are likely to apply policies in ways best suited to their community. It is apparent that there is some concern that the parking standards set out in land use bylaws may inhibit development. It is common to find a municipality applying discretion in the implementation of a land use bylaw, and granting exemptions on a case-by-case basis to offer development incentive. This may create problems when it is perceived that the regulations are not being applied fairly, and all developers request the same exemptions.

The municipalities surveyed have attempted to strike a balance between the somewhat prohibitive nature of parking regulations, and opportunities for future development. It is not uncommon for concessions to be made in the regulations so that development may proceed.

8.0 SUMMARY AND RECOMMENDATIONS

The following statements summarize the main points covered in this report:

- The municipalities surveyed differed widely not only in bylaw requirements for parking, but in how requirements were interpreted and enforced.

- There are frequently localized conditions in downtown areas that may justify reducing parking standards for specific projects.

- Many developers and landowners consider that land use bylaws require that more stalls be provided than may be warranted.

- Angle parking is favoured over parallel parking in most of the municipalities surveyed, because more stalls can be provided in less space.

- There is a trend towards reducing the size of stalls to reflect increased use of small cars.

- Many municipalities are lenient in enforcing parking standards for subsequent users of buildings.

- Caveats and restrictive covenants are not completely effective in securing alternate sites for parking.

- Shared parking may alleviate the perceived duplication of parking in downtown areas.

- Funds assembled through cash-in-lieu policies are frequently not sufficient to supply the parking for which they were originally collected.

- The cash-in-lieu fee is viewed by many municipal administrators as a deterrent to development.

The following tentative recommendations were derived primarily from discussions with planners and municipal administrators:

- If parking requirements are definitely excessive, municipalities may consider lowering parking standards so that developers/landowners are supplying parking to meet the demand they actually create.

- In the interests of public safety, municipalities should not rely exclusively on on-street angle parking.

- Up to 20 percent of parking stalls may be allocated to small cars, and appropriately marked.

- Generally, small car stalls are not recommended for high turnover areas such as convenience stores, and they are not practical in small parking lots.

- Municipalities may consider creating a parking land use district to secure alternate sites for parking.

- Alternate parking sites should be located close to high demand areas.

- Shared parking may be introduced to decrease the burden on individual developers/landowners to provide parking.

- Cash-in-lieu fees for parking should reflect costs to provide replacement parking.

- Alternate sites and cash-in-lieu of parking may be viable alternatives for those businesses unable to supply the required stalls on site.

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APPENDIX A

PARKING SUMMARY FOR SELECTED ALBERTA MUNICIPALITIES

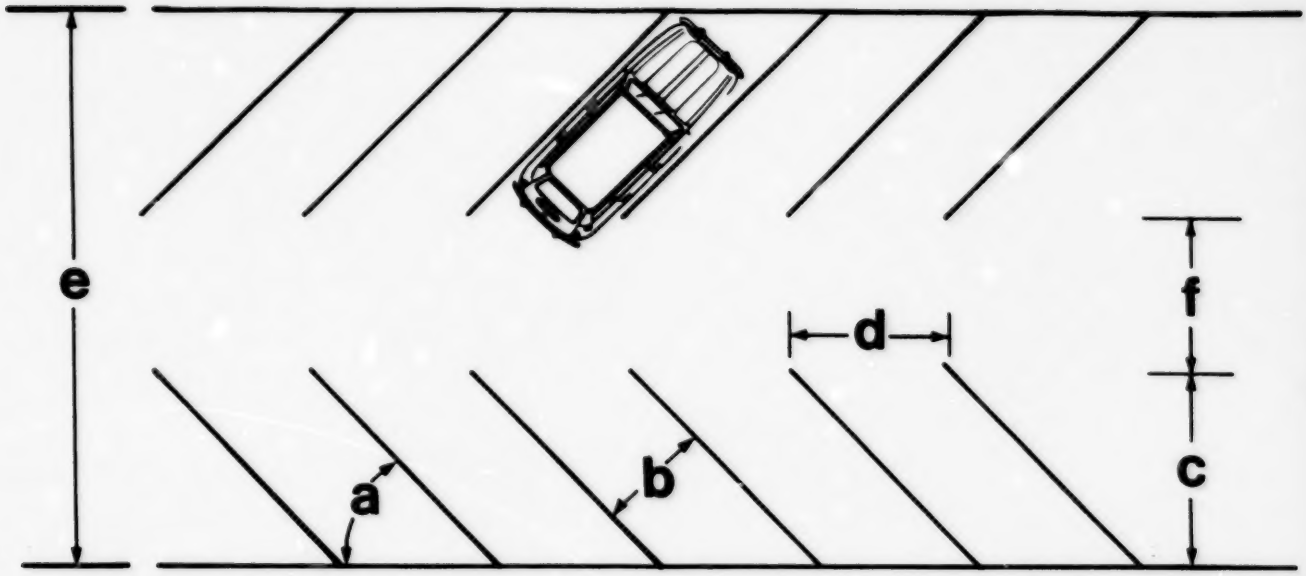
MUNICIPALITY (Date of Bylaw) **Page**

Athabasca (1987)....23
Barrhead (1980)....25
Beaumont (1980 September)....27
Bonnyville (1980)....29
Calmar (1980 November)....31
Devon (1987 February)....33
Drumheller (1983)....35
Gibbons (1981 March)....37
High Prairie (1988)....39
Innisfail (1978)....41
Morinville (1980 March)....43
Okotoks (1980)....45
Peace River (1985 November, amended)....47
Pincher Creek (1983 August, amended)....49
Ponoka (1986)....51
Slave Lake (1987 January, amended)....53
St. Paul (1985 Amended)....55
Stettler (1986 August, amended)....57
Taber (1983 February, amended)....59
Westlock (1986)....61
Whitecourt (1987)....63

Notes: 1. Both metric and imperial measures are used, as cited in the specific bylaw.

2. Refer to the following page for a description of parking terms.

Description of Parking Terms



a: parking angle

b: width of stall

c: depth of stall perpendicular to aisle

d: width of stall parallel to aisle

e: overall depth

f: width of aisle

Note: In this report, "width" refers to width of stall (b) "depth" refers to depth of stall perpendicular to aisle (c) and "aisle depth" to width of aisle (f).

Municipality: Athabasca

Bylaw Date: 1987

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	1 per 46m² plus 1 per 2 employees on maximum shift 1.5 per residence above commercial developments
b) Professional/Financial/ Office	1 per 28m² plus 1 per 2 employees on maximum shift
c) Hotels/Motels	1 per unit plus 1 per 3 employees
d) Eating/Drinking	1 per 5 seats plus 1 per 3 employees
e) Apartments	1.5 per unit
f) Sr. Apartments and Lodges	1 per 93m² or 1 per 4 beds
g) Auditoriums and Public Assembly	To satisfaction of M.P.C.
h) Churches	To satisfaction of M.P.C.
i) Industrial	1 per 3 employees on maximum shift can be varied by M.P.C.
j) Schools	Primary - 1 per employee plus 5 Secondary - 1 per employee plus 1 per every 10 students
k) Hospitals and Extended Care	1 per 93m² or 1 per 4 beds

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.7m
depth - 5.8m
aisle depth - 3.6m

b) at 90°: width - 2.7m
depth - 6.1m
aisle depth - 7.3m

c) at 0°: width - 2.7m
depth - 2.7m
aisle depth - 3.6m

3. SUBSEQUENT USER POLICY

- upgraded building must conform
- depending on use, building extensions must conform to bylaw

4. OFF-SITE PARKING POLICY

- allowed in the same area but no maximum distance has been set
- at discretion of Council

5. CASH-IN-LIEU OF PARKING POLICY

- fee set at $750 per stall but may be less if applicant can show that parking standard does not apply to project

Municipality: Barrhead

Bylaw Date: 1980

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	1 per 500 ft^2 of gross leaseable floor area 1.5 per residence above commercial developments
b) Professional/Financial/ Office	1 per 500 ft^2 of gross leaseable floor area 1.5 per residence above commercial development
c) Hotels/Motels	1 per unit plus 1 per 3 employees
d) Eating/Drinking	1 per 5 seats plus 1 per 3 employees
e) Apartments	1.5 per unit
f) Sr. Apartments and Lodges	1 per 1000 ft^2 of gross floor area or 1 per 4 beds and 1 for every 2 employees on maximum shift (whichever greater)
g) Auditoriums and Public Assembly	to satisfaction of D.O. but not less than 1 per 10 seats
h) Churches	see Auditoriums and Public Assembly
i) Industrial	1 per 3 employees on maximum shift (may be varied by D.O.)
j) Schools	Primary - 1 per employee plus 5 Secondary - 1 per employee plus 1 for every 10 students
k) Hospitals and Extended Care	see Sr. Apartments and Lodges

2. SIZE OF PARKING STALLS

a) at 45°: width - 9.0 ft.
depth - 19.0 ft.
aisle depth - 12.0 ft.

b) at 90°: width - 9.0 ft.
depth - 20.0 ft.
aisle depth - 24.0 ft.

c) at 0°: width - 9.0 ft.
depth - 9.0 ft.
aisle depth - 12.0 ft.
length - 23.0 ft.

3. SUBSEQUENT USER POLICY

- change in use or size must conform with bylaw

4. OFF-SITE P/ /NG POLICY

- permitted at the discretion of Council and M.P.C.

5. CASH-IN-LIEU OF PARKING POLICY

- cash-in-lieu fee set at $3000.00 but often negotiated down to lower amount

Municipality: Beaumont

Bylaw Date: 1980 (September)

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 30m² 1000 - 4000m² - 1 per 20m² > 4000m² - 1 per 17m²
b) Professional/Financial/ Office	1 per 40m² of gross leaseable area medical/dental - 1 per 30m² or 3 spaces for each full time professional
c) Hotels/Motels	1 per unit plus 1 per 3 employees on maximum shift
d) Eating/Drinking	1 per 6m² of gross floor area or 1 per 5 seats and 1 per 3 employees (whichever greater)
e) Apartments	2 per unit
f) Sr. Apartments and Lodges	1 per 100m² of floor area or 1 per 4 beds and 1 for every 2 employees on maximum shift (whichever greater)
g) Auditoriums and Public Assembly	1 per 7.5 seats or 1 per 7m² used by patrons
h) Churches	see Auditoriums and Public Assembly
i) Industrial	1 per employee on maximum shift (may be varied)
j) Schools	Primary - 1 per school employee plus 5 Secondary - 1 per school employee plus 1 for every 20 students
k) Hospitals and Extended Care	see Sr. Apartments and Lodges

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.75m
depth - 4.9m
aisle depth - 3.6m

b) at 90°: width - 2.75m
depth - 5.5m
aisle depth - 7.0m

c) at 0°: width - 2.75m
depth - 2.8m
aisle depth - 3.4m

3. SUBSEQUENT USER POLICY

- no change in use/size is permitted unless additional parking is provided in accordance with this bylaw

- existing buildings need not comply

4. OFF-SITE PARKING POLICY

- owners may pool their required off street parking stalls within one or more communal parking facilities

5. CASH-IN-LIEU OF PARKING POLICY

- fee for equivalent parking may be determined by Council

- no policy in place

Municipality: Bonnyville

Bylaw Date: 1980

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	1 per 800 ft^2 of gross floor area 1.5 per residence above commercial development
b) Professional/Financial/ Office	1 per 800 ft^2 of gross floor area 1.5 per residence above commercial development
c) Hotels/Motels	1 per unit plus 1 per employees
d) Eating/Drinking	1 per 5 seats plus 1 per 3 employees
e) Apartments	1.5 per unit
f) Sr. Apartments and Lodges	1 per 93m^2 of gross floor area or 1 per 4 beds plus 1 for every 2 employees on maximum shift (whichever greater)
g) Auditoriums and Public Assembly	no less than 1 per 10 seats to satisfaction of D.O.
h) Churches	no less than 1 per 10 seats to satisfaction of D.O.
i) Industrial	determined by D.O.
j) Schools	Primary - 1 per employee plus 5 Secondary - 1 per employee plus 1 for every 10 students
k) Hospitals and Extended Care	1 per 93m^2 of gross floor area or 1 per 4 beds plus 1 for every 2 employees on maximum shift (whichever greater)

2. SIZE OF PARKING STALLS

a) at 45°: width - 9.0 ft.
depth - 19.0 ft.
aisle depth - 12.0 ft.

b) at 90°: width - 9.0 ft.
depth - 20.0 ft.
aisle depth - 24.0 ft.

c) at 0°: width - 9.0 ft.
depth - 9.0 ft.
aisle depth - 12.0 ft.
length - 23.0 ft.

3. SUBSEQUENT USER POLICY

- enlarged buildings must comply
- no other special provisions

4. OFF-SITE PARKING POLICY

- permitted, but no set distance or location established

5. CASH-IN-LIEU OF PARKING POLICY

- no policy
- no fee set

Municipality: Calmar

Bylaw Date: 1980 (November)

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 30m² 1000 - 4000m² - 1 per 20m² > 4000m² - 1 per 17m²
b) Professional/Financial/ Office	1 per 40m² of gross leaseable area medical/dental - 1 per 30m² or 3 spaces for each full-time professional
c) Hotels/Motels	1 per unit plus 1 per 3 employees on maximum shift
d) Eating/Drinking	1 per 6m² of gross floor area or 1 per 5 seats and 1 per 3 employees (whichever greater)
e) Apartments	1 bedroom or less - 1.7 per unit 2 or more bedrooms - 2 per unit
f) Sr. Apartments and Lodges	1 per 100m² of floor area or 1 per 4 beds and 1 for every 2 employees on maximum shift (whichever greater)
g) Auditoriums and Public Assembly	1 per 7.5 seats or 1 per 7m² used by patrons
h) Churches	1 per 7.5 seats or 1 per 7m² used by patrons
i) Industrial	1 per 2 employees on maximum shift, may be varied by not less than 1 per 3 employees
j) Schools	Primary - 1 per school employee plus 5 Secondary - 1 per school employee plus 1 for every 20 students
k) Hospitals and Extended Care	see Sr. Apartments and Lodges

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.75m/2.50m
depth - 4.9m/4.3m
aisle depth - 3.6m/3.6m

b) at 90°: width - 2.75m/2.50m
depth - 5.5m/4.9m
aisle depth - 7.0m/7.0m

c) at 0°: width - 2.75m/2.50m
depth - 2.8m/2.5m
aisle depth - 3.4m/3.4m

large cars/small cars

3. SUBSEQUENT USER POLICY

- no change in use/size permitted unless additional parking is provided in accordance with this bylaw
- existing buildings need not comply

4. OFF-SITE PARKING POLICY

- owners may pool their required off-street parking stalls within one or more communal parking facilities

5. CASH-IN-LIEU OF PARKING POLICY

- fee for equivalent parking area may be determined by Council
- no policy in place

Municipality: Devon

Bylaw Date: 1987 (February)

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 30m² 1000 - 4000m² - 1 per 20m² > 4000m² - 1 per 17m²
b) Professional/Financial/ Office	1 per 40m² of gross leaseable area medical/dental - 1 per 30m² or 3 spaces for each full time professional
c) Hotels/Motels	1 per unit plus 1 per 3 employees on maximum shift
d) Eating/Drinking	1 per 5 spaces plus 1 per 3 employees
e) Apartments	1 bedroom or less - 1.4 per unit 2 bedrooms or more - 1.6 per unit
f) Sr. Apartments and Lodges	1 per 100m² of floor area or 1 per 4 beds and 1 for every 2 employees on maximum shift (whichever greater)
g) Auditoriums and Public Assembly	1 per 7.5 spaces or 1 per 7m² used by patrons
h) Churches	1 per 7.5 spaces or 1 per 7m² used by patrons
i) Industrial	1 per employee on maximum shift No fewer than 1 per 3 employees on maximum shift
j) Schools	Primary - 1 per school employee plus 5 Secondary - 1 per school employee plus 1 for every 20 students
k) Hospitals and Extended Care	see Sr. Apartments and Lodges

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.75m
depth - 4.9m
aisle depth - 3.6m

b) at 90°: width - 2.75m
depth - 5.5m
aisle depth - 7.0m

c) at 0°: width - 2.75m
depth - 2.8m
aisle depth - 3.4m

3. SUBSEQUENT USER POLICY

- no change in use/size permitted unless additional parking is provided in accordance with this bylaw

- existing buildings need not comply

4. OFF-SITE PARKING POLICY

- owners may pool their required off-street parking stalls within one or more communal parking facilities

5. CASH-IN-LIEU OF PARKING POLICY

- fee for equivalent parking area may be determined by Council

- no policy in place

Municipality: Drumheller

Bylaw Date: 1983

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	1 per 74m² of gross floor area Highway Commercial - 2 per 93m²
b) Professional/Financial/ Office	1 per 74m² of gross floor area Highway Commercial - 2 per 93m²
c) Hotels/Motels	1 per guest suite
d) Eating/Drinking	Central Commercial District - 1 per 8 seats other - 1 per 4 seats
e) Apartments	1 per dwelling unit 1 per 7 dwelling units for guest parking
f) Sr. Apartments and Lodges	1 per 93m² of gross floor area
g) Auditoriums and Public Assembly	1 per 8 seats
h) Churches	1 per 15 seats
i) Industrial	warehouse - 1 per 93m² manufacturing - 2 per 93m²
j) Schools	Primary - 1 per classroom Secondary - 4 per classroom
k) Hospitals and Extended Care	1 per 93m²

2. SIZE OF PARKING STALLS

- Spaces shall not be less than 2.4m wide, nor less than 14.8m^2 in area

3. SUBSEQUENT USER POLICY

- change in building or use - developer shall provide additional parking spaces required under the bylaw, based only on the number of additional parking spaces required due to the change

4. OFF-SITE PARKING POLICY

- alternate parking site must be within 500 ft. of the development
- developer must secure absolute control of the site

5. CASH-IN-LIEU OF PARKING POLICY

- payment to be based on the amount Council considers reasonable
- $2500.00 per stall based on square footage of lot, price of land, cost of paving
- no installments, payment is expected immediately
- the per stall fee has changed little over the past years

Municipality: Gibbons

Bylaw Date: 1981 (March)

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 30m² 1000 - 4000m² - 1 per 20m² > 4000m² - 1 per 17m²
b) Professional/Financial/ Office	1 per 40m² of gross leaseable area medical/dental - 1 per 30m² or 3 spaces for each full time professional
c) Hotels/Motels	1 per unit plus 1 per 3 employees on maximum shift
d) Eating/Drinking	1 per 4 seats plus 1 per 3 employees (whichever greater for a maximum shift)
e) Apartments	1 or less bedrooms - 1.7 per unit 2 or more bedrooms - 2 per unit
f) Sr. Apartments and Lodges	1 per 100m² of floor area or 1 per 4 beds and 1 for every 2 employees on shift (whichever greater)
g) Auditoriums and Public Assembly	1 per 19 seats or 1 per 7m² used by patrons (whichever greater)
h) Churches	1 per 19 seats or 1 per 7m² used by patrons (whichever greater)
i) Industrial	1 per 2 employees on maximum shift, may be var ed by not less than 1 per 3 employees
j) Schools	Primary - 1 per school employee plus 5 Secondary - 1 per school employee plus 1 for every 20 students
k) Hospitals and Extended Care	see Sr. Apartments and Lodges

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.75m/2.50m
depth - 4.9m/4.3m
aisle depth - 3.6m/3.6m

b) at 90°: width - 2.75m/2.50m
depth - 5.5m/4.9m
aisle depth - 7.0m/7.0m

c) at 0°: width - 2.75m/2.50m
depth - 2.8m/2.5m
aisle depth - 3.4m/3.4m

large cars/small cars

3. SUBSEQUENT USER POLICY

- no change in use/size permitted unless additional parking is provided in accordance with this bylaw

- existing buildings need not comply

4. OFF-SITE PARKING POLICY

- owners may pool their required off-street parking stalls within one or more communal parking facilities

5. CASH-IN-LIEU OF PARKING POLICY

- fee for equivalent parking area may be determined by Council

- no policy in place

Municipality: High Prairie

Bylaw Date: 1988

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	1 per $28m^2$ of sales area
b)	Professional/Financial/ Office	1 per $45m^2$ on area
c)	Hotels/Motels	1 per unit plus 1 per 2 employees
d)	Eating/Drinking	Drinking - 1 per 4 seats Eating - not less than 15 spaces
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	1 per 2 units
g)	Auditoriums and Public Assembly	1 per 3.5 seats or 1 per $3m^2$ of area used by patrons (whichever greater)
h)	Churches	1 per 8 seats
i)	Industrial	1 per 3 employees on maximum shift 5 spaces during minimum shift
j)	Schools	Primary - 2 per classroom Secondary - 4 per classroom
k)	Hospitals and Extended Care	1 per $93m^2$ of area

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.5m
depth - 6.0m
aisle depth - 3.5m

b) at 90°: width - 2.5m
depth - 6.0m
aisle depth - 7.0m

c) at 0°: not given

3. SUBSEQUENT USER POLICY

- required spaces shall be based on the number of additional spaces required due to change in use or size of the building

4. OFF-SITE PARKING POLICY

- must be within 120m of the proposed development

5. CASH-IN-LIEU OF PARKING POLICY

- in the C1 district, cash-in-lieu shall be allocated for the development of downtown parking

- fee is based on current land prices and development costs

Municipality: Innisfail

Bylaw Date: 1978

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	2 per 100m²
b)	Professional/Financial/ Office	2 per 100m² Banks - 5 per 100m²
c)	Hotels/Motels	1 per guest room
d)	Eating/Drinking	1 per 10 seats
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	1 per 3 units
g)	Auditoriums and Public Assembly	1 per 10 seats
h)	Churches	1 per 10 seats
i)	Industrial	1 per 2 employees (minimum of 5)
j)	Schools	1 per 20 students
k)	Hospitals and Extended Care	1 per 4 beds

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.6m
depth - 5.5m
aisle depth - 4.0m

b) at 90°: width - 2.6m
depth - 5.5m
aisle depth - 7.0m

c) at 0°: width - 2.6m
depth - 5.5m
aisle depth - 3.5m

3. SUBSEQUENT USER POLICY

- any change to an existing building must conform to the bylaw

4. OFF-SITE PARKING POLICY

- at discretion of the D.O. parking may be provided on an adjoining property
- parking must be secured by restrictive covenant

5. CASH-IN-LIEU OF PARKING POLICY

- in commercial districts only
- fee to equal 100% of the cost to provide equivalent parking

Municipality: Morinville

Bylaw Date: 1981 (March)

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 30m² 1000 - 4000m² - 1 per 20m² > 4000m² - 1 per 17m2
b) Professional/Financial/ Office	1 per 40m² of gross leaseable area medical/dental - 1 per 30m² or 3 spaces for each full time employee professional
c) Hotels/Motels	1 per unit plus 1 per 3 employees on maximum shift
d) Eating/Drinking	1 per 4 seats plus 1 per 3 employees
e) Apartments	1 bedroom or less - 1.25 per unit 2 bedrooms - 1.5 per unit 3 bedrooms or more - 2.0 per unit
f) Sr. Apartments and Lodges	1 bedroom or less - 1.7 per unit 2 or more bedrooms - 2 per unit
g) Auditoriums and Public Assembly	1 per 19 seats or 1 per 7m² used by patrons (whichever greater)
h) Churches	see Auditoriums and Public Assembly
i) Industrial	1 per 2 employees on maximum shift, may be varied by not less than 1 per 3 employees
j) Schools	Primary - 1 per school employee plus 5 Secondary - 1 per school employee plus 1 for every 20 students
k) Hospitals and Extended Care	see Sr. Apartments and Lodges

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.75m/2.50m
depth - 4.9m/4.3m
aisle depth - 3.6m/3.6m

b) at 90°: width - 2.75m/2.50m
depth - 5.5m/4.9m
aisle depth - 7.0m/7.0m

c) at 0°: width - 2.75m/2.50m
depth - 2.8m/2.5m
aisle depth - 3.4m/3.4m

large cars/small cars

3. SUBSEQUENT USER POLICY

- no change in use/size permitted unless additional parking is provided in accordance with this bylaw

- existing buildings need not comply

4. OFF-SITE PARKING POLICY

- owners may pool their required off-street parking stalls within one or more communal parking facilities

5. CASH-IN-LIEU OF PARKING POLICY

- $2200 per stall payable at time development permit is issued

Municipality: Okotoks

Bylaw Date: 1980

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	1 per 37m² of gross floor area
b)	Professional/Financial/ Office	1 per 37m²
c)	Hotels/Motels	1 per unit
d)	Eating/Drinking	Eating - 1 per 4 seats Drinking - 1 per 3 seats
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	1 per 2 units
g)	Auditoriums and Public Assembly	1 per 9m²
h)	Churches	1 per 12 patrons
i)	Industrial	1 per 56m²
j)	Schools	Elementary - 1 per classroom Junior - 4 per classroom Senior - 8 per classroom
k)	Hospitals and Extended Care	2 per 3 beds

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.6m
depth - 5.9m
aisle depth - 3.3m

b) at 90°: width - 2.6m
depth - 5.8m
aisle depth - 7.6m

c) at 0°: not given

standards are also given for stall widths of 2.5m, 2.8m, 2.9m, and 3.1m

3. SUBSEQUENT USER POLICY

- any enlargement, alteration or change must conform to bylaw

4. OFF-SITE PARKING POLICY

- must be 122m from principal building and within same district

5. CASH-IN-LIEU OF PARKING POLICY

- in downtown redevelopment area only
- no fee established

Municipality: Peace River

Bylaw Date: amended to (November) 1985

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	1 per 500 ft^2 gross floor area
b)	Professional/Financial/ Office	3 per 1000ft^2
c)	Hotels/Motels	Hotels - 1 per 2 units plus 1 per 2 employees Motels -1 per unit plus 1 per 2 employees
d)	Eating/Drinking	1 per 4 seats
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	not given
g)	Auditoriums and Public Assembly	1 per 3.5 seats or 1 per 35 ft^2 of floor area used by patrons (whichever greater)
h)	Churches	1 per 5 seats
i)	Industrial	1 per 3 employees on maximum shift or 1 per 1500 ft^2
j)	Schools	Primary - 1 per classroom Secondary - 5 per classroom
k)	Hospitals and Extended Care	not given

Note: any other use - 1 per 400 ft^2

2. SIZE OF PARKING STALLS

Parking spaces shall not be less than 180 ft^2 in area

3. SUBSEQUENT USER POLICY

- required spaces shall be based on the number of additional spaces required due to change in use or size of the building
- no special provisions for buildings erected prior to the bylaw

4. OFF-SITE PARKING POLICY

- alternate site must be within 400 ft.

5. CASH-IN-LIEU OF PARKING POLICY

- no fee established, each case is judged on its own merit

Municipality: Pincher Creek

Bylaw Date: amended to (August) 1983

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	1 per 55m² of gross floor area
b)	Professional/Financial/ Office	1 per 55m² of gross floor area
c)	Hotels/Motels	Motels - 1 per room Hotels - 1 per 3 rooms
d)	Eating/Drinking	1 space per 9m²
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	as required by M.P.C.
g)	Auditoriums and Public Assembly	1 per 10 seats
h)	Churches	as required by M.P.C.
i)	Industrial	1 per 55m² of gross floor area or 1 per 3 employees (whichever greater)
j)	Schools	as required by M.P.C.
k)	Hospitals and Extended Care	1 per 3 beds

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.5m
depth - 6.0m
aisle depth - 4.0m

b) at 90°: width - 2.5m
depth - 6.0m
aisle depth - 7.0m

c) at 0°: not given

3. SUBSEQUENT USER POLICY

- any change in size/use must conform to bylaw
- developer can apply for relaxation of the bylaw

4. OFF-SITE PARKING POLICY

- allowed if it is within 150m from proposed development
- require caveat be registered against title

5. CASH-IN-LIEU OF PARKING POLICY

- in the C1 district only
- off street parking fund - used in the district from which the funds are derived
- cost based on land acquisition, facility construction, facility maintenance
- $1500 per stall ($1000 paid by the developer/owner, $500 paid by the town)
- can be paid in installments

Municipality: Ponoka

Bylaw Date: 1986

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 40m² gross floor area on site or within a 122m radius 1000 - 4000m² - 1 per 25m² on site > 4000m² - 1 per 20m² on site
b) Professional/Financial/ Office	1 per 40m² on site or within a 122m radius
c) Hotels/Motels	1 per unit plus 1 per 3 employees
d) Eating/Drinking	1 per 10 seats plus 1 per 3 employees
e) Apartments	1.5 per unit
f) Sr. Apartments and Lodges	1 per 100m² or 1 per 4 beds plus 1 for every 2 employees (whichever greater)
g) Auditoriums and Public Assembly	1 per 10 seats D.O. may include nearby public parking (within a radius of 122m) as part of the required on-site parking
h) Churches	1 per 10 seats D.O. may include nearby public parking (within a radius of 122m) as part of the required on-site parking
i) Industrial	1 per 3 employees on maximum shift 5 spaces during minimum shift
j) Schools	Primary - 1 per employee plus 5 Secondary - 1 per employee plus 1 for every 20 students
k) Hospitals and Extended Care	1 per 100m² or 1 per 4 beds plus 1 for every 2 employees (whichever greater)

2. SIZE OF PARKING STALLS

a) at 45°: width - 3.0m
depth - 5.5m
aisle depth - 4.0m

b) at 90°: width - 3.0m
depth - 5.5m
aisle depth - 6.0m

c) at 0°: width - 3.0m
depth - 3.0m
aisle depth - 4.0m

3. SUBSEQUENT USER POLICY

- any change in use/size must conform to bylaw

4. OFF-SITE PARKING POLICY

- developers may pool parking requirements in a communal parking facility

5. CASH-IN-LIEU OF PARKING POLICY

- developer can pay the municipality $3000 for equivalent parking space up to of 50% of the total number of parking spaces required

Municipality: Slave Lake

Bylaw Date: amended to (January) 1987

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	1 per 46m² gross leaseable floor area
b)	Professional/Financial/ Office	1 per 46m²
c)	Hotels/Motels	1 per unit plus 1 per 3 employees
d)	Eating/Drinking	1 per 5 seats plus 1 per 3 employees
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	1 per 93m² of gross floor area or 1 per 4 beds plus 1 for every 2 employees on maximum shift (whichever greater)
g)	Auditoriums and Public Assembly	no less than 1 per 10 seats to satisfaction of D.O.
h)	Churches	no less than 1 per 10 seats to satisfaction of D.O.
i)	Industrial	1 per 3 employees on maximum shift or 1 per 37m² of gross floor area
j)	Schools	Primary - 1 per employee plus 5 Secondary - 1 per employee plus 1 for every 10 students
k)	Hospitals and Extended Care	1 per 93m² of gross floor area or 1 per 4 beds plus 1 for every 2 employees on maximum shift (whichever greater)

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.7m
depth - 5.8m
aisle depth - 3.6m

b) at 90°: width - 2.7m
depth - 6.1m
aisle depth - 6.0m (two way)

c) at 0°: width - 2.7m
depth - 2.7m
aisle depth - 3.6m

3. SUBSEQUENT USER POLICY

- any change must conform to the bylaw

4. OFF-SITE PARKING POLICY

- permitted if the site is within 400m of the development

5. CASH-IN-LIEU OF PARKING POLICY

- $6400 cash up front determined by:
  - purchase price of land
  - perpetual endowment for maintenance
  - construction costs
  - allowance for driveway access for each stall

Municipality: St. Paul

Bylaw Date: amended to 1985

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	1 per 46m² gross leaseable floor area
b) Professional/Financial/ Office	1 per 65m² plus 1.5 per residence above commercial development
c) Hotels/Motels	1 per unit
d) Eating/Drinking	1 per 5 seats
e) Apartments	1.5 per unit
f) Sr. Apartments and Lodges	1 per 93m² of gross floor area
g) Auditoriums and Public Assembly	to satisfaction of D.O. but not < 1 per 10 seats
h) Churches	to satisfaction of D.O. but not < 1 per 10 seats
i) Industrial	1 per 3 employees on maximum shift can be varied by D.O.
j) Schools	Primary - 1 per employee plus 5 Secondary - 1 per employee plus 1 for every 10 students
k) Hospitals and Extended Care	1 per 93m² of gross floor area

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.7m
depth - 5.8m
aisle depth - 3.6m

b) at 90°: width - 2.7m
depth - 6.1m
aisle depth - 7.3m (two way)

c) at 0°: width - 2.7m
depth - 2.7m
aisle depth - 3.6m
length - 7.0m

3. SUBSEQUENT USER POLICY

- change in use must conform to bylaw

4. OFF-SITE PARKING POLICY

- adjacent parking permitted, requirement is discretionary

5. CASH-IN-LIEU OF PARKING POLICY

- may pay equivalent cost for parking to be located elsewhere in the district

- no fee set

Municipality: Stettler

Bylaw Date: amended up to (August) 1986

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	2 per 1000 ft^2
b)	Professional/Financial/ Office	2 per 1000 ft^2
c)	Hotels/Motels	1 per guest room
d)	Eating/Drinking	1 per 10 seats
e)	Apartments	1.5 per unit
f)	Sr. Apartments and Lodges	1 per 3 units
g)	Auditoriums and Public Assembly	1 per 10 seats
h)	Churches	1 per 10 seats
i)	Industrial	not given
j)	Schools	not given
k)	Hospitals and Extended Care	1 per 4 beds

2. SIZE OF PARKING STALLS

a) at 45°: width - not given
depth - not given
aisle depth - 4m

b) at 90°: width - not given
depth - not given
aisle depth - 7m

c) at 0°: width - not given
depth - not given
aisle depth - 3.5m

minimum stall size of 2.8m X 5.8m, except parallel parking, which shall have minimum stall size of 2.8m X 7.0m

3. SUBSEQUENT USER POLICY

- any change in use/size must conform to the present bylaw
- older buildings with deficient parking must pay $36.62 a year per stall. After 20 years payments end
- funds go towards construction of downtown parking lots

4. OFF-SITE PARKING POLICY

- at discretion of D.O., parking may be provided within the Commercial district provided the parcel is owned by the same person.
- Town requires that a restrictive covenant be placed against the title

5. CASH-IN-LIEU OF PARKING POLICY

- cash-in-lieu fee of 100% of the cost of providing replacement parking
- recently lowered from $1500.00 to $1000.00 due to drop in downtown land values
- determined by Council

Municipality: Taber

Bylaw Date: amended to (February) 1983

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	Personal service - 1 per 27m² gross floor area Repair - 1 per 37m² Retail - 1 per 56m² on ground floor and 1 per 46m² on all others
b)	Professional/Financial/ Office	1 per 27m²
c)	Hotels/Motels	1 per room
d)	Eating/Drinking	1 per 9m²
e)	Apartments	2 per unit
f)	Sr. Apartments and Lodges	as required by M.P.C.
g)	Auditoriums and Public Assembly	1 per 27m²
h)	Churches	1 per 8 seats
i)	Industrial	1 per 55m²
j)	Schools	as required by M.P.C.
k)	Hospitals and Extended Care	1.3 per 4 beds

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.5m
depth - 6.0m
aisle depth - 4.0m

b) at 90°: width - 2.5m
depth - 6.0m
aisle depth - 7.0m

c) at 0°: not given

3. SUBSEQUENT USER POLICY

- discretionary for older buildings erected prior to the bylaw
- Town usually requests 50% of the required parking

4. OFF-SITE PARKING POLICY

- permitted but must be within 150m of proposed development
- requires a caveat registered against title

5. CASH-IN-LIEU OF PARKING POLICY

- off-street parking fund - must be used in the district from which the funds are derived
- cost based on land acquisition, facility construction, facility maintenance
- $4000 per stall, payable up front in one lump sum

Municipality: Westlock

Bylaw Date: 1986

1. # OF STALLS REQUIRED

a)	Retail/Personal Service/Repair	< 20,000 ft^2 - 2 per 1000 ft^2 gross floor area 20,000 - 200,000 ft^2 - 3 per 1000 ft^2 > 200,000 ft^2 - 4 per 1000 ft^2
b)	Professional/Financial/ Office	3.2 per 1000 ft^2 gross floor area
c)	Hotels/Motels	1 per room
d)	Eating/Drinking	1 per 4 seats
e)	Apartments	1 per 1 bedroom 1.5 per 2 bedrooms 1 guest space for every 5 units
f)	Sr. Apartments and Lodges	1 per 1000 ft^2 or 1 per 4 units
g)	Auditoriums and Public Assembly	1 per 5 seats or 1 per 50 ft^2 of space used by patrons (whichever greater)
h)	Churches	1 per 10 seats
i)	Industrial	1 per 3 employees on maximum shift
j)	Schools	Primary - 1 per classroom Secondary - 1 per classroom plus 1 for every 33 students
k)	Hospitals and Extended Care	1 per 1000 ft^2

2. SIZE OF PARKING STALLS

a) at 45°: width - 8.5 ft.
depth - 18.0 ft.
aisle depth - 11.5 ft.

b) at 90°: width - 8.5 ft.
depth - 19.0 ft.
aisle depth - 23.0 ft.

c) at 0°: width - 8.5 ft.
depth - 8.5 ft.
aisle depth - 11.5 ft.
length - 22.0 ft.

3. SUBSEQUENT USER POLICY

- any change in use/size must conform to the bylaw

4. OFF-SITE PARKING POLICY

- alternate site must be available for at least 3 years, and must be located within 400 ft. of proposed development

5. CASH-IN-LIEU OF PARKING POLICY

- Town will accept cash-in-lieu for all or part of the parking required ($2000.00 per stall)

- funds collected must be used to develop new parking or improve existing parking in the downtown and commercial districts

Municipality: Whitecourt

Bylaw Date: 1987

1. # OF STALLS REQUIRED

a) Retail/Personal Service/Repair	< 1000m² - 1 per 30m² gross leaseable area 1000 - 4000m² - 1 per 23m² > 4000m² - 1 per 18m²
b) Professional/Financial/ Office	1 per 40m² Medical/Dental - 1 per 30m²
c) Hotels/Motels	1 per unit plus 1 per 3 employees on maximum shift
d) Eating/Drinking	1 per each 5m² of seating area
e) Apartments	1 bedroom or less - 1.7 per unit 2 or more bedrooms - 2.0 per unit
f) Sr. Apartments and Lodges	1 per 100m² of floor area
g) Auditoriums and Public Assembly	1 per 7.5 seats or 1 per 7m² used by patrons
h) Churches	1 per 7.5 seats or 1 per 7m² used by patrons
i) Industrial	1 per 70m² of gross floor area
j) Schools	Primary - 1 per school employee plus 5 Secondary - 1 per school employee plus 1 for every 20 students
k) Hospitals and Extended Care	1 per 100m² of floor area

2. SIZE OF PARKING STALLS

a) at 45°: width - 2.75m
depth - 4.9m
aisle depth - 3.6m

b) at 90°: width - 2.75m
depth - 5.5m
aisle depth - 7.0m

c) at 0°: width - 2.75m
depth - 2.8m
aisle depth - 3.4m

3. SUBSEQUENT USER POLICY

- change in use/size must conform to bylaw. However, in previous cases the requirement has been successfully appealed

4. OFF-SITE PARKING POLICY

- communal lots are allowed at discretion of D.O. or M.P.C.
- rule of thumb is that off-site parking must be within one block

5. CASH-IN-LIEU OF PARKING POLICY

- $1250 per stall based on the cost to improve vacant land